Lockheed Aircraft Corp.	ENGINEERING STUDY ☐ CHANGE PROPOSAL [X]	LAC - 21
DATE 4-6-59	AFFECTS: WSPO [X]	PROJECT [X]

NAME OF MAJOR COMPONENT	PART OR LOWEST SUBASSEMBLY	PART NO. & MODEL OR TYPE
Q-198 & Q-207 Kit Assems.	Handle Assembly	

TITLE OF PROPOSAL: Emergency Oxygen Release Assembly - Automatic & Manual

NATURE OF PROPOSAL:
Furnish new handle assembly (green apple) with button type fastener for attaching to cable housing. Ref: Firewall Service Bulletin No. 6.

NOTE: LAC does not concur in the need for this change. To our knowledge there has never been an occasion when the condition stated under "Purpose" has occurred. If the change is approved, it will be issued as an LAC Bulletin, not as a Firewal Bulletin.

REASON FOR PROPOSAL:
To provide for retention of handle assembly to cable housing, thus preventing the possibility of handle being accidently pulled during handling, thereby exhausting the emergency oxygen supply.

ES	ESTIMATED COST AND TIME INVOLVED: - ADDITIONAL FUNDING REQUIRED: - STATINTL
CP	ESTIMATED COST FOR KITS OR PARTS: ADDITIONAL FUNDING REQUIRED: None (SP-1917)

ITEMS AFFECTED BY PROPOSAL:

SAFETY	MISSION EFFEC-TIVENESS	PERFORM-ANCE	OPERATING PROCEDURE	INTER-CHANGE-ABILITY	WEIGHT OR WEIGHT & BALANCE	TOOLS & SUPPORT EQUIPMENT	MAINTE-NANCE PROCEDURE	SERVICE LIFE	FLIGHT MANUAL	MAINTE-NANCE MANUAL
☐	[X]	☐	☐	[X]	☐	☐	☐	☐	☐	☐

EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD 1 hr.

SOURCE OF PARTS FOR KIT	AVAILABILITY 4 WEEKS AFTER APPROVAL
LAC	

DISPOSITION OF SPARES AFFECTED
Scrap

ILLEGIB

INITIATED BY:	APPROVED: WSPO	
Firewel D/S	PROJECT	4/7/59

SP-E-1A

DESCRIPTION OF CHANGE (cont.)

4. Apply D.C. and A.C. Power to the equipment.

5. Operate the P-2 Platform.

6. Testing the Adjustment of the Pressure Switch.

6.1 Observe the altitude on the GH-222 Test Altimeter when the A.C. Motor starts to operate.

6.2 The Altitude should be 15.5M ± 500 feet.

6.3 If the A.C. Motor does not start within the altitude tolerance of ± 500 feet--- re-adjust the #2 microswitch until the desired operation is obtained.

6.4 Turn the knob of the GH-222-13 Valve Adaptor very slowly while attempting to determine starting altitude of the A.C. Motor.

If the knob is turned too rapidly, an erroneous altitude reading will be obtained.

NOTE: Avoid ground test areas where a wind of 5 m.p.h. or more exists. Wind across the GH-222-13 Valve will produce erratic altimeter readings.

6.5 Recheck altitude twice after pressure switch setting has been determined.

6.6 Replace #2 dust cover screw and safety wire.

7. Re-identification of the Absolute Pressure Switch.

The new number (is) 4152B-31-16-A
The old number(was) 4152B-31-16

Add the -A to the part number 4152B-31-16 on the Nameplate by metal stamping. The Nameplate is on the Mounting Strap. Remove the Pressure Switch from it's mounting strap before stamping the Nameplate in order to prevent internal damage to the pressure switch.

Also add -A by rubber stamp to the rubber stamped part number on the Pressure Switch itself.

8. Spare 4152B-31-16 Absolute Pressure Switches are to be returned to the Contractor for rework and re-identification as 4152B-31-16A

DESCRIPTION OF CHANGE (cont.)

9. Summary of Operational Altitudes for the Pressure Switch

Switch Section	Pressure Switch Ground Check Altitude	Pressure Switch Flight Altitude Actuation	Lowest Operational Altitude without Switch Hunting
#2 Section After Adjustment	15.5 M ± 500'	19 M ± 500'	20M
#1 Section (DO NOT DISTURB) #1 Microswitch	Base ± 500'	Base + 5M	Base + 6M